

NEWSLETTER

THE FLYING TIGER LINE INC

May 21st 1948

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FROM THE SYNDICATED COLUMNS

There recently appeared an excellent Editorial in a New York daily by the syndicated columnist THOMAS L. STOKES, championing the cause of the independent airfreight carriers. "It's a constant revelation, Mr. Stokes said, "and not a pleasant one, to watch how small businesses trying to operate in the best tradition of our so-called 'free competitive system' are bumping their heads against big established corporate interests that use their power in a monopolistic, freezout manner". Continuing, he outlined the manner in which "a bunch of young fellows in the air service who came back from the war..... bought themselves some surplus cargo planes from their government with their own funds and contributions from friends and organized a number of companies to carry airfreight. This was the sort of business" Stokes said, "in the self-reliant American tradition to which they had been encouraged to look, after the fighting was over". Reviewing the obstacles that have arisen over the past two years including the dilatory certifying procedure he continued "this difficulty has not been insurmountable, for these are determined young men in this business".

With reference to the parcel post bill he stated "And now comes another wrinkle, a bill purportedly promoted by the certified airlines that would classify all parcel post as mail and give it a rate averaging 50 cents a ton-mile, which would divert more business at a high rate to the big air lines and further discriminate against the air freight business". Mr. Stokes reported that "The Air Freight Association got hold of Sen. William Langer (R.N.Dak), Chairman of the Post Office and Civil Service Committee and he gave them a hearing" at which the Airfreight Association said "they don't want any subsidy. They argued that parcel post should be treated as freight and say they can carry it for 25 cents a ton-mile over-all."

It is very encouraging that such a widely read columnist as Thomas L. Stokes should champion the cause of the independent airfreight lines. The publication of the facts about the Airfreight Case will retain public opinion on the side of the independents - all of which should be of real assistance in obtaining a certificate.

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AIRFREIGHT ORAL ARGUMENT

June 1st has been set by the CAB for the start of oral argument in the Air Freight Forwarder Case. Time allotments and order of appearance are: independent freight forwarder applicants 3 hours; surface affiliate freight forwarder applicants, 2 hrs; Railway Express 1 hr.; non-certificated cargo carriers, 1½ hrs; certificated carriers, 3 hrs.; and civic groups, one-half hour. Independents, surface affiliates, and Railway Express are each allowed half an hour for rebuttal. Argument is expected to take no more than three days.

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NEW YORK

George Dart, our New York District Sales Manager, has established a downtown freight terminal. This is the second downtown terminal to be established on our system the first one at St. Louis has been in operation a little over a month.

These terminals enable our transportation department to assemble or distribute the shipments from a centrally located dock which results in an expedited pickup and delivery service. The merchandise will move on one truck between the downtown terminal and the airport. The terminals are one of the many steps being taken to improve our service.

CLEVELAND

Mr. Wm. Bartling has just returned from the east. While in Cleveland he made arrangements for our own operations office to be opened at the Cleveland Municipal Airport. This became operative on May 17th and Mr. W. R. Akins, formerly of the Chicago sales office, has been transferred to Cleveland and is in charge of our operations at the airport.

DETROIT

Mr. B. E. Replogle has succeeded Benny Bacon at the Detroit Airport and will be in charge of operations at that station.

SAN FRANCISCO

The recent "blitz" campaign in the San Francisco-Oakland area stirred up a sufficient tempest of interest among shippers to warrant additional sales personnel being assigned to the territory to cover the new contacts made during the campaign.

LOS ANGELES

Reports from head office indicate over 1,000,000 lbs of freight were shipped over the Flying Tiger Line during the month of April, with Los Angeles in the lead and Detroit a close second. 184 new accounts appeared on the manifests covering the system.

BURBANK CARGO OPERATIONS

In our last NEWSLETTER we gave the Burbank Maintenance Department a well-deserved pat on the back for the quick turnarounds made during the week preceding Mother's Day, when flower movements were extra heavy.

Of course, those ships were off-loaded, loaded and dispatched by Ed Hembree, Connie Gerrish and their freight dispatchers. With as many as three arrivals and departures within twenty-four hours, the boys really kept moving.

During this week the Burbank station handled 416,000 pounds of freight. With planes departing at 10:00 pm and extra sections arriving at 5:00 am everyone put in long hours of hard work.

Burbank Cargo Operations  
(Cont'd)

The Flying Tiger Line proved its flexibility of operation once again, which is a prime requisite for a transportation company.

We know that the boys at the other stations must have put in a lot of hard work too during this period but are not in a position to report on this until we hear from them. Will our other stations please send in a report for the next NEWSLETTER.

MAINTENANCE

The Flight Maintenance Department has now completed 4 of the 6 Douglas conversion ships. The remaining two are to be delivered within the next three weeks. To date 7 conversion jobs have been completed for foreign customers who have expressed enthusiastic satisfaction with the work.

The department is now approaching another shift change, effective May 31st. This means new faces once again during the daytime. "Buck" Buchanan, who has been our night Crew Chief since he came with the Tigers is, for the first time, coming on the day shift with his present night crew, and "Red" Dühren and his crew will go on the owl shift.

Strange faces around the "Tiger" hangar these days are those of the employees of "Fleetway, Inc.". These boys are the ferry crews who are delivering our conversion ships to New York, headed by Jack Ford.

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SPECIAL SERVICE

Douglas Duly cites an example of our special field repair service. Receiving a call from Las Vegas that a DC-3 of the Royal Air Service had sustained considerable damage in a collision, Duley obtained particulars of the damage, loaded his tools and emergency repair equipment on to a Western Air Lines plane and was on the job three hours after the call. Temporary repair work was completed, a CAA ferry permit obtained and 48 hours later the DC-3 was in our service hangar where the job of completing a major repair has been undertaken.

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NC 91071

Maintenance and Purchasing Departments report that parts are being obtained and repairs to 071 are progressing satisfactorily. 071 was damaged on May 4th while landing at Chicago, as reported in the NEWSLETTER of May 7th. There were no injuries to crew or cargo and this is the first accident which has occurred in over 12,000,000 plane-miles flown by the Tigers in their ATC and Domestic C-54 operation.

ALBUQUERQUE LIKES US

Recently, the Tigers had an emergency engine change at Albuquerque, New Mexico. Our men utilized the facilities of the New Mexico Airport Corporation. After the job was completed, our President, Mr. Prescott, received a letter from Mr. J. H. Kurtz, Assistant Station Manager of the New Mexico Airport Corp., in which Mr. Kurtz stated, "On our behalf, would you please pass on to your crew our sincere thanks for the excellent job they did in cleaning up equipment and ramp space before they left. Our Maintenance Foreman made it a point to come to me to tell me of the fine condition everything has been left. He said that never in his ten years at Albuquerque had a better job been done by a visiting carrier."

Mr. Prescott commended the maintenance and cargo crews, whose efforts were responsible for this fine letter, and stated that this is the kind of reputation we want to keep.

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THE TIGER FLYING CLUB

The first official meeting of The Tiger Flying Club was held May 13th. A Constitution was approved and temporary officers and board members were elected.

John Long is planning to fly his Aronca Chief to Burbank tomorrow and the Club plans to purchase it next week.

Twenty members have signed applications and hope to be flying before June 1st. Interested employees should contact Evelyn Abbett, Walt Loeffler or Blair Smith - BU.

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TIGER'S RETURN

G. "Link" Laughlin is back with the Flying Tigers again after a leave of absence which he was granted in October after the expiration of the ATC contract. Link has been in Florida but California will be his base from now on. He has currently been requisitioned by the Sales Department for off-duty public speaking engagements.

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